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INFORMATION REPORT

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REPORT

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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. On 1 August 1954, [redacted] ship took aboard a sea pilot in Murmansk for the trip to Igarka (N 67-28, E 86-35). The pilot remained on the bridge all the time. The ship's officers were allowed to use the maps the pilot had with him. The ship followed the seventieth degree circle of latitude to the Kara Strait (N 70-30, E 58-00) and went from there to Belyy Island (N 73-10, E 70-45); the ship continued south of the shoals until it reached Dikson Island (N 73-30, E 80-20). At Oshmarino Point (N 71-44, E 82-58), the ship took aboard the river pilot and his apprentice. The apprentice never took the watch.

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2. There were four hydroplanes in a side course at Igarka during the whole time [redacted] ship was in the harbor. All the hydroplanes were of the same type and they had two engines each. The wings were high on the fuselage and had no pontoons; there was a blister on each side of the fuselage back of the wings.

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3. A twin-engined aircraft came to Igarka several times each day. [redacted] it landed on an island beyond the wooden pier.

4. [redacted] engine
noises a short distance below Dudinka (N 69-25, E 86-09). The noise lasted but a second and seemed to be higher in tone than the sound a jet engine usually makes. It was overcast on both occasions and no observations could be made. 25

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5. A large river boat came up the inner reaches of Igarka while [redacted] ship was in the harbor, and it continued on up the tributary. The ship was about 200 feet long and it was propeller-driven. Each time there was a large number of persons on board.

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6. [] no Soviet vessels in the Yenisey River except four or five merchant ships of 3,000 to 4,000 DWT each, which were moored to the pier in Dudinka when [] ship sailed down the river. 25

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